

plainly marked as to its function and method of operation.

(b) For powerplant fuel controls—

(1) Each fuel tank selector control must be marked to indicate the position corresponding to each tank and to each existing cross feed position;

(2) If safe operation requires the use of any tanks in a specific sequence, that sequence must be marked on, or adjacent to, the selector for those tanks; and

(3) Each valve control for any engine of a multiengine rotorcraft must be marked to indicate the position corresponding to each engine controlled.

(c) Usable fuel capacity must be marked as follows:

(1) For fuel systems having no selector controls, the usable fuel capacity of the system must be indicated at the fuel quantity indicator.

(2) For fuel systems having selector controls, the usable fuel capacity available at each selector control position must be indicated near the selector control.

(d) For accessory, auxiliary, and emergency controls—

(1) Each essential visual position indicator, such as those showing rotor pitch or landing gear position, must be marked so that each crewmember can determine at any time the position of the unit to which it relates; and

(2) Each emergency control must be red and must be marked as to method of operation.

(e) For rotorcraft incorporating retractable landing gear, the maximum landing gear operating speed must be displayed in clear view of the pilot.

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27-11, 41 FR 55470, Dec. 20, 1976; Amdt. 27-21, 49 FR 44435, Nov. 6, 1984]

§ 27.1557 Miscellaneous markings and placards.

(a) *Baggage and cargo compartments, and ballast location.* Each baggage and cargo compartment, and each ballast location must have a placard stating any limitations on contents, including weight, that are necessary under the loading requirements.

(b) *Seats.* If the maximum allowable weight to be carried in a seat is less than 170 pounds, a placard stating the

lesser weight must be permanently attached to the seat structure.

(c) *Fuel and oil filler openings.* The following apply:

(1) Fuel filler openings must be marked at or near the filler cover with—

(i) The word “fuel”;

(ii) For reciprocating engine powered rotorcraft, the minimum fuel grade;

(iii) For turbine engine powered rotorcraft, the permissible fuel designations; and

(iv) For pressure fueling systems, the maximum permissible fueling supply pressure and the maximum permissible defueling pressure.

(2) Oil filler openings must be marked at or near the filler cover with the word “oil”.

(d) *Emergency exit placards.* Each placard and operating control for each emergency exit must be red. A placard must be near each emergency exit control and must clearly indicate the location of that exit and its method of operation.

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27-11, 41 FR 55471, Dec. 20, 1976]

§ 27.1559 Limitations placard.

There must be a placard in clear view of the pilot that specifies the kinds of operations (such as VFR, IFR, day, night, or icing) for which the rotorcraft is approved.

[Amdt. 27-21, 49 FR 44435, Nov. 6, 1984]

§ 27.1561 Safety equipment.

(a) Each safety equipment control to be operated by the crew in emergency, such as controls for automatic liferaft releases, must be plainly marked as to its method of operation.

(b) Each location, such as a locker or compartment, that carries any fire extinguishing, signaling, or other life saving equipment, must be so marked.

§ 27.1565 Tail rotor.

Each tail rotor must be marked so that its disc is conspicuous under normal daylight ground conditions.

[Amdt. 27-2, 33 FR 965, Jan. 26, 1968]